

Appendix B

Redmond City Council Study Session Materials

May 11, 2004
Study Session Materials



Bear Creek Parkway Extension

*Bear Creek Parkway Extension
Redmond City Council Presentation
May 11, 2004*

- A. What We Have Done So Far**
 - a. Background on DTMP
 - i. Bear Creek was Council's first priority
 - ii. BCP supports other elements of DTMP
 - iii. Picking an alignment centerline is important in order to move forward with the rest of the DTMP
 - b. At Council's request, developed and analyzed five alternatives for Bear Creek Parkway Extension
 - c. Published a Draft SEIS according to the SEPA process
 - d. Examined impacts to traffic, businesses, and environmental issues
 - e. Conducted extensive agency and public involvement and solicited comments
 - i. Summary of public comments will be presented
- B. What We Need From You**
 - a. Decision on the Preferred Alternative so the project can move forward
 - i. Important to pick an alignment to structure future development in downtown
 - ii. Business community needs a decision so they can proceed on the appropriate course
 - iii. After an alignment is chosen, will then consider the time frame for design and phasing of construction in the context of the rest of the DTMP
 - b. A general approach we suggest for you to arrive at a preferred alternative is the following:
 - 1. Review purpose & need
 - o Review BCP's place in DTMP and the importance of choosing an alignment so community can move forward
 - o Ultimate goal is achieving the vision of the DTMP – to create a people-friendly, place-oriented downtown


- A BCP Extension provides additional connections and more travel options to better distribute traffic and leaves downtown streets to serve a more local function
- 2. Identify most critical criteria for you to decide on a preferred centerline alignment. We suggest the following: transportation, open Space/recreational, wildlife (e.g. heron rookery), business impacts, cost
- 3. Assemble relevant information and compare the alternatives across the critical criteria
- 4. Select preferred alignment to be included in the Final SEIS

C. Where do We Go from Here?

- a. Next Steps
 - i. Additional conversation on implementation issues/strategy

Bear Creek Parkway Extension

**Redmond City Council
Study Session**
May 11, 2004



Bear Creek Parkway Extension

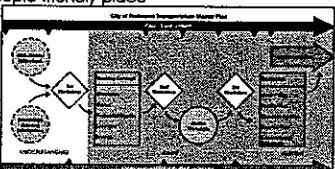
Why Are We Here?

Get direction from Council on what should be the preferred alternative for the Bear Creek Parkway Extension

Bear Creek Parkway Extension

What Have We Done?

- **Downtown Transportation Master Plan**
 - Collaborative effort - identified a variety of improvements throughout the Downtown core
 - Emphasis on reconnecting Downtown and creating a "people-friendly place"



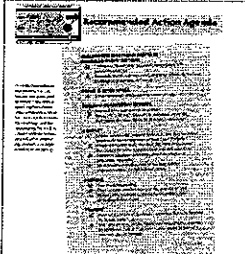
Video

Bear Creek Parkway Extension

Out of that Process Came...

Action Agenda for Implementation

- Identified a series of goals and related improvements for the Downtown Core
- Identified the extension of Bear Creek Parkway as important in creating additional connections



Bear Creek Parkway Extension

Plan for Implementation

Downtown Plan identified four priority actions:

1. **Bear Creek Parkway**
 - Preliminary Design and Survey
2. **Cleveland Street**
 - Design and Streetscape Plan
3. **Burlington Northern Railroad**
 - Right-of-way Design
4. **Property Acquisition**
 - BNSF and Bear Creek Parkway

Council direction was to start with Bear Creek Parkway

Bear Creek Parkway Extension

Why is Choosing an Alignment for Bear Creek Parkway Important Now?

- Allows implementation of the rest of the Downtown Plan
- Provides assurance to business owners and community as to where the alignment will be and how future Downtown development will take place

Connecting Redmond Implementation Strategy - Timeline	Year									
	1	2	3	4	5	6	7	8 to 10	10 to 20	
Bear Creek Parkway										
• Conduct studies to determine design to build the center line which will provide a path for future development										
• Create design and construction of the system, develop design, survey, and Redmond City										
• Implement design to build the center line of Redmond Road and Redmond City										
• Enhance public safety between Redmond City and Redmond City										

Bear Creek Parkway Extension

What is the Purpose of the Bear Creek Parkway Project?

- Improve pedestrian environment
- Reclaim downtown for living, shopping
- Provide alternative traffic routes
- Allows conversion back to 2way streets – need to do BCP first**
- Finishing a project that City has been planning for a long time
- Economic revitalization – too congested to get to shops – take commuter traffic off core roads – more comfortable for pedestrians, bikes, local traffic**
- Accommodate future growth
- Additional connection for east-west traffic**

Bear Creek Parkway Extension

Additional Benefits

- Increasing the Downtown street network connectivity;
- Strengthening travel connections between Old Town and Redmond Town Center;
- Improving public transit access and circulation to and within Downtown;
- Improving connections to and within the Downtown area for pedestrians and bicycles;
- Protecting and enhancing Redmond's unique Downtown urban design and character;
- Preserving the elements of Downtown that are important to Redmond's image and legacy as a "green city";
- Providing a new, attractive gateway to the Downtown area; and
 - Encouraging development and redevelopment of Downtown in a manner consistent with the Comprehensive Plan

Bear Creek Parkway Extension

How do We Decide What to Do?

- Bear Creek Parkway Extension Supplemental Environmental Impact Statement (SEIS)
 - Evaluates the performance and impacts of a range of alternatives
 - Follows a process for compliance with the State Environmental Policy Act (SEPA)
 - Provides the vehicle to reach a decision on a preferred alignment
 - Done with extensive agency and public involvement

Bear Creek Parkway Extension

SEPA EIS Process

```

graph LR
    A[Purpose And Need] --> B[Range Of Alternatives]
    B --> C[Analysis Of Impacts]
    C --> D[Decision On Alternative]
  
```

Impacts can occur in the:

Natural Environment	Built Environment
Earth	Noise
Air	Transportation
Water	Land Use
Plants and Animals	Aesthetics
Energy	Recreation
	Historic and Cultural
	Public Services/Utilities

Bear Creek Parkway Extension

Bear Creek SEIS Process

```

graph LR
    A[Scoping] --> B[Draft SEIS]
    B --> C(( ))
    C --> D[Final SEIS]
    E[Design] --> F[Construction]
    G(( )) --> E
  
```

Public Input December 2003

Public Input April 2004

We Are Here!

June 2004



Bear Creek Parkway Extension

Question to Council:

What should be the preferred alternative for the Bear Creek Parkway Extension?



Bear Creek Parkway Extension

Which Alternative Best Meets the Goals of the Project?

- Measures
 - Improve traffic circulation through Downtown
 - Improve travel times through and around Downtown
 - Provide pedestrian and bicycle connections
 - Provide potential connections for transit
 - Others?



Bear Creek Parkway Extension

What are the Impacts of Each Alternative?

Environmental Impacts

- Heron Rookery
- Open Space
- Wildlife

Others?

Business Impacts

- Displacements
- Parking
- King County Shop Site

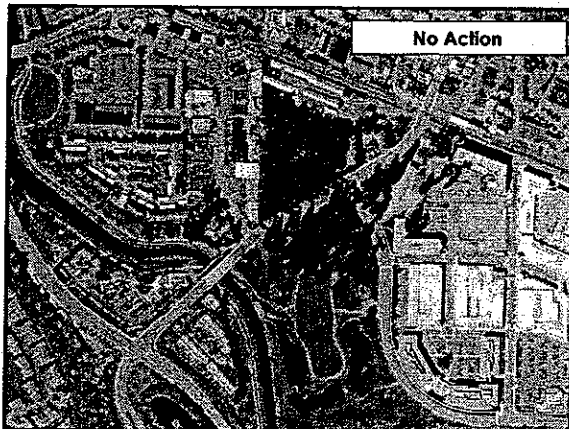
Cost



Bear Creek Parkway Extension

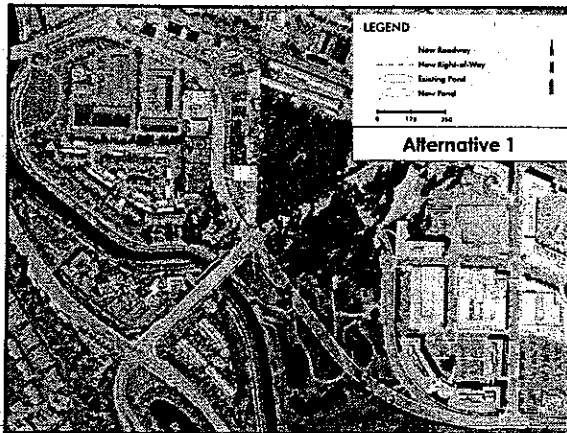
Alternatives

Which best meets the purpose?



Bear Creek Parkway Extension

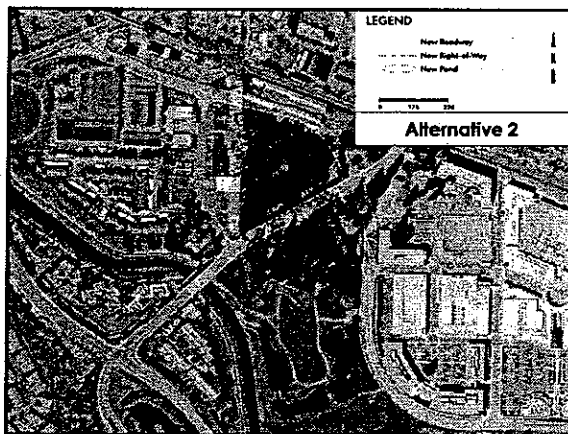
- No Action Alternative
 - Does it Meet the Goals?
 - Eventual deterioration of traffic circulation through and around Downtown
 - Does not contribute to Downtown becoming more "people friendly"
 - What are the Impacts?
 - No direct environmental impacts
 - Increased congestion could deter business patrons and impact access
 - No cost



Bear Creek Parkway Extension

PROPOSED
REDMOND

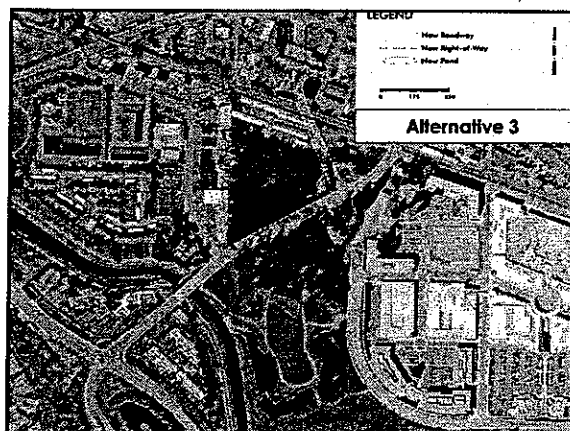
- **Alternative 1**
 - Does it Meet the Goals?
 - Improves traffic circulation and travel times in some areas
 - Eliminates existing pedestrian and bicycle connections
 - No BNSF or Park and Ride connection
 - What are the Impacts?
 - Impacts Town Center open space and trails
 - Stays furthest away from heron rookery
 - Displaces approximately 2 businesses
 - Impacts parking and access for the majority of businesses on 159th Place NE
 - No use of King County Shop Site
 - Estimated cost ~\$30M



Bear Creek Parkway Extension

PROPOSED
REDMOND

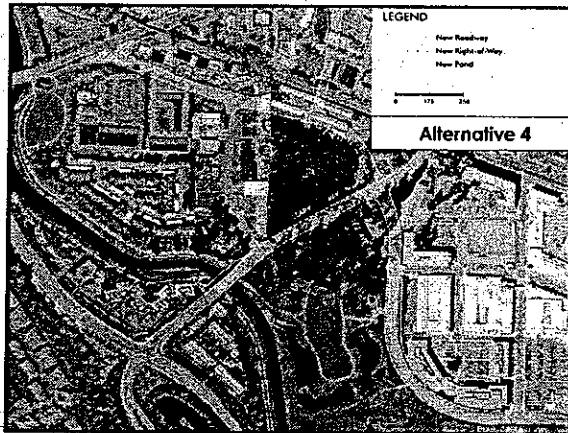
- **Alternative 2**
 - Does it Meet the Goals?
 - Improves east-west traffic circulation in most areas
 - No BNSF or Park and Ride connection
 - What are the Impacts?
 - Adjacent to northern edge of the heron rookery
 - Involves loss of some large trees
 - Displaces approximately 3 businesses
 - Removes some parking on 159th Place NE
 - Uses approximately 1/3 of King County Shop Site
 - Estimated cost ~\$27M



Bear Creek Parkway Extension

PROPOSED
REDMOND

- **Alternative 3**
 - Does it Meet the Goals?
 - Shows least benefit to downtown traffic circulation
 - Provides connection to future BNSF rail corridor
 - Provides more direct transit connection between SR 520 and Downtown Park-and-Ride
 - What are the Impacts?
 - Adjacent to a corner of the heron rookery
 - Involves loss of some large trees
 - Displaces approximately 4-6 businesses
 - Uses approximately 1/10 of King County Shop Site
 - Few parking impacts
 - Estimated cost ~\$25 M



Bear Creek Parkway Extension



Alternative 4

- **Does it Meet the Goals?**
 - Shows most benefit to traffic circulation
 - Provides connection to future BNSF trail corridor
 - Provides more direct transit connection between SR 520 and Downtown Park-and-Ride
- **What are the impacts?**
 - Follows the northern perimeter of heron rookery
 - Involves loss of some large trees
 - Displaces approximately 5-7 businesses
 - Removes some parking on 159th Place NE
 - Uses approximately 1/3 of King County Shop Site
 - Estimated cost ~\$35M

Bear Creek Parkway Extension

Public Involvement



- **Scoping Meeting – December 11, 2003**
 - Over 45 people in attendance at public meeting
 - Multiple comment forms, e-mails, & letters submitted
 - Agency scoping meeting
- **Open House – April 19, 2004**
 - Over 50 people in attendance
 - Additional comment forms, letters & e-mail correspondence
 - Increased public interest in project

Bear Creek Parkway Extension

Public Involvement

- **Alternatives**
 - Continued support for Alternative 4, many interested in phasing
 - Support for no-build alternative
 - Dislike of Alternative 1
- **Environment**
 - Concern regarding impact to wildlife, natural spaces, trails and open space
- **Priorities**
 - Concern regarding cost
 - Desire for connections on both ends
 - Interest in other DTMP improvement projects
- **Bike/Pedestrian**
 - Desire for a consideration of bike lanes
 - Desired connection to future BNSF trail

Bear Creek Parkway Extension

Question to Council:

What should be the preferred alternative for the Bear Creek Parkway Extension?

Handouts

Bear Creek Parkway Extension City Council Study Session Alternative Evaluation Table

HOW WELL DOES IT FUNCTION?

#	Measure	Staff Input	Council Discussion/Conclusion
1	Traffic Circulation (Level of Service)	<p>Alternative 4 provides the most improvement to intersection Level of Service</p> <ul style="list-style-type: none"> • No Action Alternative shows increased delay and worsening Level of Service at most intersections in the study area • Alternative 3 shows a general worsening of intersection delays in the study area as compared to the No Action • Alternatives 1 and 2 both show moderate improvements to intersection Level of Service as compared to the No Action 	
2	Travel Times	<p>Alternative 4 shows the most improvement to travel times</p> <ul style="list-style-type: none"> • No Action Alternative shows the longest travel times • Alternative 3 improves north-south travel times but does not improve east-west travel times • Alternatives 1 and 2 show moderate improvements to travel times 	

#	Goal	Staff Input	Council Discussion/Conclusion
3	Pedestrians and Bicycles	<p>Alternative 4 has the most potential for new pedestrian and bicycle connections</p> <ul style="list-style-type: none"> • No Action does not provide any additional pedestrian or bicycle connections • Alternative 1 impacts the multi-use Town Center Trail but would provide an alternate pedestrian connection • Alternative 2 provides an additional east-west pedestrian connection • Alternative 3 provides an additional north-south pedestrian connection and a connection to future BNSF trail corridor • Alternative 4 provides additional east-west and north-south pedestrian connections and a connection to future BNSF trail corridor • Crosswalks provided for pedestrians and bicyclists at all intersections (all build alternatives) 	
4	Potential for Improved Transit Connections	<p>Alternatives 3 and 4 provide the most potential for improved transit connections</p> <ul style="list-style-type: none"> • No Action, Alternative 1, and Alternative 2 have less potential for improved transit connections between the Downtown Park and Ride and SR 520 • Alternatives 3 and 4 provide improved connections for transit between the Downtown Park and Ride and SR 520 • Actual transit routes and service would be determined by transit providers 	

Bear Creek Parkway Extension City Council Study Session Alternative Evaluation Table

WHAT ARE THE IMPACTS?

#	Impact	Staff Input	Council Discussion/Conclusion
1	Heron Rookery	<p>Alternative 1 has the least potential for impacts to the heron rookery</p> <ul style="list-style-type: none"> • Alternative 1 is the furthest from the heron rookery – approx. 400 feet from known nest sites • Alternatives 2 and 4 follow the northern perimeter of the rookery parcel and have the most potential for impacts. However, existing traffic noise and construction have not historically impacted the herons • Alternative 3 is adjacent to one corner of the heron rookery (the corner most recently used for nest sites) • Construction will take place outside the breeding season to minimize disturbance to the herons 	

#	Impact	Staff Input	Council Discussion/Conclusion
2	Open Space	<p>Alternatives 2, 3, and 4 all avoid impacts to open space</p> <ul style="list-style-type: none"> Alternative 1 bisects the Town Center Open Space and uses approximately 3.2 acres for new pavement and water quality pond 	
3	Wildlife Habitat	<p>Alternatives 2, 3, and 4 avoid impacts to grassland habitat. Alternative 1 avoids impact to forest habitat</p> <ul style="list-style-type: none"> Alternative 1 impacts open grassland habitat which provides forage for many bird and mammal species including herons Alternatives 2, 3, and 4 take several large trees in the vicinity of the public market. These trees may be used by raptors and other species A full inventory of the plant and animal species and habitat affected will be done on the preferred alternative 	

#	Impact	Staff Input	Council Discussion/Conclusion
4	Business Displacements	<p>Alternative 1 has the fewest business displacements</p> <ul style="list-style-type: none"> • Alternative 1 displaces 2 businesses • Alternative 2 displaces ~3 businesses • Alternative 3 displaces ~4-6 businesses • Alternative 4 displaces ~5-7 businesses • All businesses would be compensated for acquisition of property according to fair market value 	
5	Parking Impacts	<p>Alternative 3 has the fewest impacts on existing parking</p> <ul style="list-style-type: none"> • Alternative 1 impacts parking for most businesses along 159th Place NE • Alternative 2 impacts parking along the west end of 159th Place NE • Alternative 3 impacts parking at the Redmond Shopping Square • Alternative 4 impacts parking at the Redmond Shopping Square and along the west end of 159th Place NE • All business would be compensated for acquisition of property at fair market value 	

#	Impact	Staff Input	Council Discussion/Conclusion
6	King County Shop Site	<p>Alternative 1 does not affect the King County Shop Site</p> <ul style="list-style-type: none"> Alternative 2 uses approx. 30% of King County Shop Site Alternative 3 uses approx. 9% of King County Shop Site Alternative 4 uses approx. 35% of King County Shop Site With all Build Alternatives, the potential to convert the remaining portion of the site to open space or park is high, given the proximity of the BNSF corridor and the recently-acquired Safeco parcel 	

May 25, 2004
Study Session Materials



Bear Creek Parkway Extension


City Council Study Session May 25, 2004 Agenda

PART A (1.5 HOURS)

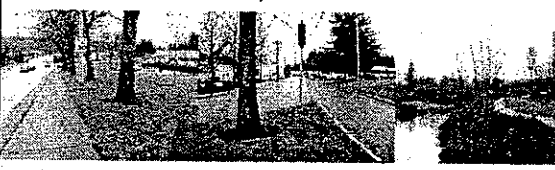
- | | | |
|---------|----|--|
| 5 Min. | 1. | Overview of the Process <ul style="list-style-type: none">a. Schedule for completion (2 sessions)b. New green and yellow sheetsc. New handouts:<ul style="list-style-type: none">i. Tracking form for questions/information requestsii. Business-related commentsd. Is this the process we want to follow? |
| 20 Min. | 2. | Reconfirm the Purpose for Bear Creek Parkway <ul style="list-style-type: none">a. Refine and revise 5/11 definition as necessary |
| 30 Min. | 3. | How does Bear Creek Parkway support the Purpose? |
| 30 Min. | 4. | Why is a Decision on an Alignment Important Now? |
| 5 Min. | 5. | What are the Future Decisions to Make? <ul style="list-style-type: none">a. Implementation Prioritiesb. Consideration of other elements of Downtown Plan |


PART B (1.5 HOURS)

- | | | |
|---------|----|---|
| 80 Min. | 6. | Comparison of Alternatives <ul style="list-style-type: none">e. Green Sheetsf. Yellow Sheets |
| 10 Min. | 7. | Alternative Selection |

 **Bear Creek Parkway Extension**


**Redmond City Council
Study Session 2**
May 25, 2004



 **Bear Creek Parkway Extension**


What is the Purpose of the Bear Creek Parkway Project?
Council Definition 5/11/04

- Improve the pedestrian environment
- Reclaim downtown for living, shopping
- Provide alternative traffic routes
- **Allow conversion to two-way streets** – need to do Bear Creek Parkway first
- Finishing a project the City has been planning for a long time
- **Economic revitalization** – too congested to get to shops – take commuter traffic off core roads – more comfortable for pedestrians, bicycles, local traffic
- Accommodate future growth
- **Additional connection for east-west traffic**

 **Bear Creek Parkway Extension**


How is Bear Creek Parkway Important to Achieving this Purpose?

- By taking some of the traffic off of Redmond Way and Cleveland Street, these streets can be converted back to two-way operations while maintaining traffic flow
- Bear Creek Parkway allows the redesign of Downtown core streets to be more pedestrian friendly (wider sidewalks, more landscaping, etc.)
- By taking some of the through traffic out of the Downtown core, Bear Creek Parkway allows more freedom for local traffic to access Downtown businesses
- Providing an alternate route for through traffic highlights Downtown as a destination for business, shopping, entertainment, and recreation, and reduces potential conflicts between through and local traffic
- Others???

 **Bear Creek Parkway Extension**


Why Do We Need to Choose an Alignment for Bear Creek Parkway Now?

- Provides assurance to business owners and community as to where the alignment will be and how future Downtown development will take place
- Choosing an alignment now gives us more flexibility in where the road should be and allows us to pick the best alignment
- It is a proactive choice that can fit in with the future vision for land use and development in Downtown
- Provides a structure around which future development can take place
- Having an alignment in place provides opportunity for private funding for construction by developers
- Others?

 **Bear Creek Parkway Extension**

What are the Consequences of Delaying a Decision?

- Puts business owners and the community "in limbo"
- Hinders or even precludes development because investors are unwilling to commit
- Future alignment options will likely be more limited and more expensive
- May be forced to choose an alignment that is less beneficial to traffic and inconsistent with desired land use
- Will likely have to acquire more properties of higher value with little opportunity for developer assistance

 **Bear Creek Parkway Extension**

What are the Future Decisions to be Made?

- Consideration of the other elements in the Downtown Plan and how the Plan should be implemented
- How Bear Creek Parkway fits into the overall Downtown Plan and what its priority should be
- If and when a decision is made to move forward with Bear Creek Parkway, the next steps are:
 - Discussion of funding and phasing opportunities
 - Perform additional environmental analysis (as required)
 - Design of the roadway and associated utilities
 - Obtain appropriate permits
 - Construction



Bear Creek Parkway Extension

Recommended Process:

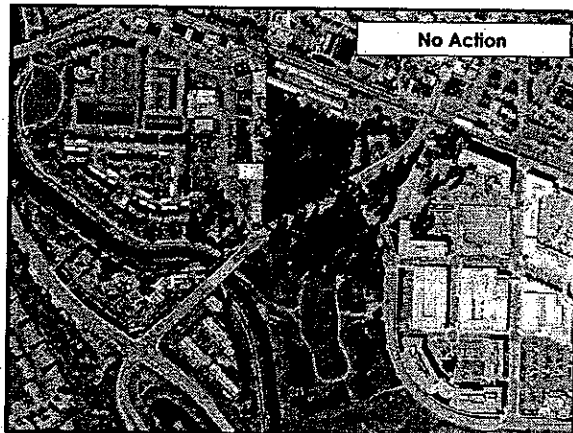
- Evaluate the alignments based on how well they achieve the project purpose
- Then evaluate the impacts and determine the best mitigation



Bear Creek Parkway Extension

Alternatives

Which best meets the purpose?

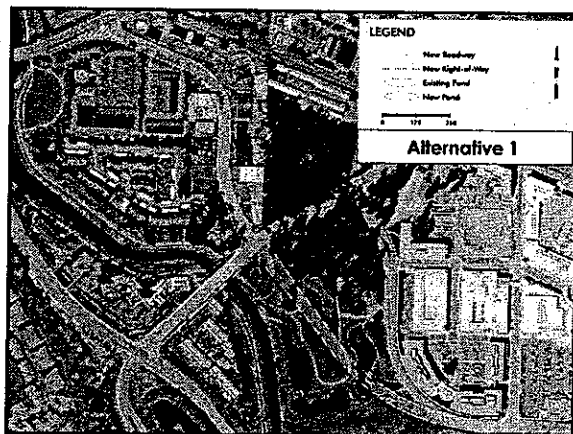


No Action



Bear Creek Parkway Extension

- No Action Alternative
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 - What are the Impacts?
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Alternative 1



Bear Creek Parkway Extension

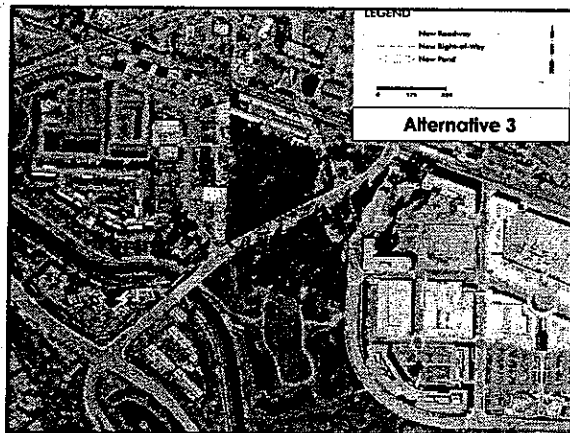
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 - Does it Meet the Goals?
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 - Eliminates existing pedestrian and bicycle connections
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Bear Creek Parkway Extension

Alternative 2

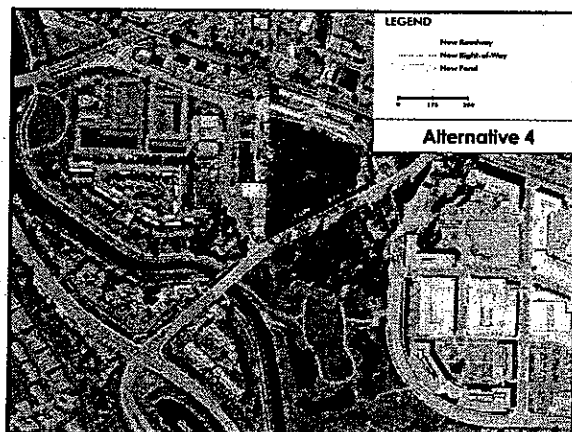
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Bear Creek Parkway Extension

Alternative 3


- Does it Meet the Goals?
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Bear Creek Parkway Extension


Alternative 4

- Does it Meet the Goals?
 - Shows most benefit to traffic circulation
 - Provides connection to future BNSF rail corridor
- What are the Impacts?
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 **Bear Creek Parkway Extension**


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 **Bear Creek Parkway Extension**

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 - **Alternatives**
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 - Support for no-build alternative
 - Dislike of Alternative 1
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 - **Priorities**
 - Concern regarding cost
 - Desire for connections on both ends
 - Interest in other DTMP improvement projects
 - **Bike/Pedestrian**
 - Desire for a consideration of bike lanes
 - Desired connection to future BNSF trail

 **Bear Creek Parkway Extension**

Question to Council:

What should be the preferred alternative for the Bear Creek Parkway Extension?

Bear Creek Parkway Extension

What is the Purpose of the Bear Creek Parkway Project?

Council Definition 5/11/04

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need to do Bear Creek Parkway first
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planning for a long time
- **Economic revitalization** too congested to
get to shops - take commuter traffic off
core roads - more comfortable for
pedestrians, bicycles, local traffic
- Accommodate future growth
- **Additional connection for east-west traffic**

Bear Creek Parkway Extension
City Council Study Session 5/25/04 Revised
Alternative Evaluation Table

HOW WELL DOES EACH ALTERNATIVE MEET THE PROJECT PURPOSE?

#	Purpose	Staff Input	Council Discussion/Conclusion
1	<p>Allowing Conversion to Two-Way Streets</p> <ul style="list-style-type: none"> Effectiveness of taking east-west "through" traffic off Redmond and Cleveland Allowing tolerable peak hour operating conditions on Redmond and Cleveland 	<p><i>Compared to the No Action option –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 reduce volumes on Cleveland by 10 – 20% and volumes on Redmond Way by up to 5% Alternative 3 is expected to increase volumes on Cleveland St and Redmond Way in the downtown core area. <p><i>Congestion levels at 4 key core intersections along Redmond Way –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 improve conditions (i.e., reduce overall delay) at all 4 intersections Alternative 3 improves conditions at 2 out of the 4 intersections <p><i>Congestion levels at 3 key core intersections along Cleveland St –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2, and 4 improve conditions (i.e. reduce overall delay) at 2 of the 3 intersections Alternative 3 degrades conditions at 2 out of the 3 intersections One intersection experiences poor level of service under all scenarios (including the No Action) 	

#	Purpose	Staff Input	Council Discussion/Conclusion
1 (cont)	<p>Allowing Conversion to Two-Way Streets (cont...)</p> <ul style="list-style-type: none"> • Effectiveness of taking east-west "through" traffic off Redmond and Cleveland • Allowing tolerable peak hour operating conditions on Redmond and Cleveland 	<p><i>The amount of time it takes to travel through the downtown core area during the peak hour is one measure of congestion. With the couplet converted to two-way operations, compared to the No Build option the following can be expected –</i></p> <ul style="list-style-type: none"> • Alternative 4 improves travel time along Cleveland St by 10 – 18%, and along Redmond Way by 25 – 36%, representing the largest overall relative improvement in travel time • Alternative 1 improves east/west travel time along Cleveland St by 12 – 19%, and along Redmond Way by 17 – 19% • Alternative 2 improves travel time along Cleveland St by 8 – 9% and along Redmond Way by 13 – 19% • Alternative 3 degrades travel time in the westbound direction on both Cleveland St and Redmond Way, but improves it in the eastbound direction. • 	

#	Purpose	Staff Input	Council Discussion/Conclusion
2	<p>Encouraging Economic Revitalization</p> <ul style="list-style-type: none"> • Relieving congestion on core downtown streets • Providing better circulation/access to downtown parcels 	<p><i>Circulation and access to downtown parcels can be improved in a variety of ways. Converting the one-way couplet to 2-way operations will improve local access to businesses, provided the 2-way streets are not overly congested. Converting the couplet but not completing the BCP Extension is projected to result in severe congestion in the downtown core. As shown in the performance indicators summarized for purpose objective #1 above, in comparison to the No Build -</i></p> <ul style="list-style-type: none"> • Alternatives 1, 2 and 4 all reduce congestion on Redmond Way and Cleveland St in the core downtown area, with Alternative 4 showing the most relative improvement. • Alternative 3 shows little benefit to congestion in the downtown core, with some conditions getting worse in comparison to No Build. <p><i>Another way to improve circulation and access in the downtown area is by providing additional connections within the downtown. In comparison to the No Build -</i></p> <ul style="list-style-type: none"> • Alternative 4 provides a new east/west connection immediately adjacent to the downtown core AND a new north/south connection into the downtown core area. • Alternative 1 does not provide new connections within the downtown core area itself, but rather well south of the core and because of this actually attracts traffic off of SR 520. • Alternative 2 provides a new east/west connection immediately adjacent to the downtown core. • Alternative 3 provides a new north/south connection into the downtown core area. 	

#	Goal	Staff Input	Council Discussion/Conclusion
3	<p>Creating a Pedestrian-Friendly Environment – Making Downtown attractive for Living, Shopping</p> <ul style="list-style-type: none"> Allowing redesign of downtown streets to smaller, lower-volume facilities by reducing the amount of “through” traffic Providing pedestrian facilities (sidewalks, crosswalks) 	<p><i>One way to facilitate a more pedestrian friendly downtown core is to redesign the streets and sidewalks to better facilitate pedestrian travel (i.e., make it more attractive, as well as safer and more comfortable to walk in the area); and remove as much excess auto “through” traffic from the area as possible. Converting the couplet and redesigning Redmond Way and Cleveland St achieves part of this objective; however, in the No Build scenario, excess “through” traffic will still attempt to pass through the core because they have few other options. In comparison, as indicated under Objective #1 above -</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 reduce volumes on Cleveland by 10 – 20% and volumes on Redmond Way by up to 5%; alleviating congestion and reducing potential conflict between pedestrians and motor vehicles. Alternative 3 is expected to increase volumes on Cleveland St and Redmond Way in the downtown core area, which would both increase congestion AND interactions between motor vehicles and pedestrians. 	

#	Goal	Staff Input	Council Discussion/Conclusion
3 (cont)	<p>Creating a Pedestrian-Friendly Environment – Reclaiming Downtown for Living, Shopping (cont...)</p> <ul style="list-style-type: none"> • Allowing redesign of downtown streets to smaller, lower-volume facilities by reducing the amount of “through” traffic • Providing pedestrian facilities (sidewalks, crosswalks) 	<p><i>Another way to improve the pedestrian environment is to create new connections for pedestrian travel. Related to this –</i></p> <ul style="list-style-type: none"> • Alternative 4 provides additional east-west and north-south pedestrian connections and a connection to future BNSF trail corridor • No Action does not provide any additional pedestrian or bicycle connections • Alternative 1 removes the pedestrian connection of the Town Center Trail but would provide an alternate pedestrian connection on the roadway. • Alternative 2 provides an additional east-west pedestrian connection • Alternative 3 provides an additional north-south pedestrian connection and a connection to future BNSF trail corridor • Crosswalks are provided for pedestrians and bicyclists at all intersections (all build alternatives) 	

#	Goal	Staff Input	Council Discussion/Conclusion
4	<p>Providing an Additional East-West Connection – Providing Alternative Traffic Routes</p>	<ul style="list-style-type: none"> Alternative 4 provides both an additional east/west connection AND north/south connection. Alternatives 1 and 2 provide additional east/west connections, but not additional north/south connections. Alternative 3 provides an additional north/south connector, but does not provide an effective additional east/west connection. 	

#	Goal	Staff Input	Council Discussion/Conclusion
5	<p>Accommodating Future Growth</p> <ul style="list-style-type: none"> • Downtown core growth/redevelopment • “Through” traffic growth 	<p><i>Both downtown Redmond and the surrounding vicinity are projected to grow significantly in the coming future. Conversion of the couplet to two-way operations, while improving local connections and the environment for pedestrians, will also reduce throughput capacity in the downtown core area. The No Action option does not address this issue, and does not accommodate future growth in the downtown area or traffic growth to and through it. In comparison to the No Action –</i></p> <ul style="list-style-type: none"> • Alternative 4 provides an additional east/west capacity option for traffic traveling through downtown AND it provides an additional north/south connection to the downtown core – strengthening its street grid and providing a better environment to support future downtown development. • Alternative 1 provides additional east/west capacity and provides an option for traffic other than traveling through the downtown core. However, due to its more southern alignment it also tends to attract traffic away from SR 520. It also does not provide additional connections within the downtown core. • Alternative 2 provides additional east/west capacity and provides an option for traffic other than traveling through the downtown core. Additionally, while it does not provide additional connections directly within the downtown core, it provides an additional connection immediately adjacent to the core and would better accommodate redevelopment than Alternative 1. • Alternative 3 does not provide effective additional east/west capacity and in this sense does not accommodate future growth. However, it does provide an additional north/south connection to the downtown core, which improves the downtown grid system and better accommodates future development in this area. 	

**Bear Creek Parkway Extension
City Council Study Session 5/25/05 Revised
Alternative Evaluation Table**

WHAT ARE THE IMPACTS?

#	Impact	Staff Input	Council Discussion/Conclusion
1	Heron Rookery	<p>Alternative 1 has the least potential for impacts to the heron rookery</p> <ul style="list-style-type: none"> Alternative 1 is the furthest from the heron rookery – approx. 400 feet from known nest sites Alternatives 2 and 4 follow the northern perimeter of the rookery parcel and have the most potential for impacts. However, existing traffic noise and construction have not historically impacted the herons Alternative 3 is adjacent to one corner of the heron rookery (the corner most recently used for nest sites) Construction will take place outside the breeding season to minimize disturbance to the herons 	<ul style="list-style-type: none"> Concern regarding legal obstacles to building any of the alternatives Request for agency input as to their concerns (relates to herons, open space, and other wildlife)

#	Impact	Staff Input	Council Discussion/Conclusion
2	Open Space	<p>Alternatives 2, 3, and 4 all avoid impacts to open space</p> <ul style="list-style-type: none"> Alternative 1 bisects the Town Center Open Space and uses approximately 3.2 acres for new pavement and water quality pond 	<ul style="list-style-type: none"> Want further clarification of status of open space and conditions of dedication
3	Wildlife Habitat	<p>Alternatives 2, 3, and 4 avoid impacts to grassland habitat. Alternative 1 avoids impact to forest habitat</p> <ul style="list-style-type: none"> Alternative 1 impacts open grassland habitat which provides forage for many bird and mammal species including herons Alternatives 2, 3, and 4 take several large trees in the vicinity of the public market. These trees may be used by raptors and other species A full inventory of the plant and animal species and habitat affected will be done on the preferred alternative 	<ul style="list-style-type: none"> Want additional information on what species would be impacted by construction of Alt. 1 through the open space and the barrier to wildlife movement that this Alt. would create. Would like input from agencies on the value of the open space area for wildlife habitat (including ponds)

#	Impact	Staff Input	Council Discussion/Conclusion
4	Business Impacts	<p>Each Alternative has business impacts – either to 159th Place or to Downtown</p> <ul style="list-style-type: none"> Alternative 1 displaces 2 businesses and takes parking along entire length of 159th Place NE Alternative 2 displaces ~3 businesses along west end of 159th Place and impacts parking. Alternative 3 displaces ~4-6 businesses Downtown Alternative 4 displaces ~5-7 businesses, both on west end of 159th Place NE and Downtown All businesses would be compensated for acquisition of parking and/or property according to fair market value 	
6	King County Shop Site	<p>Alternative 1 does not affect the King County Shop Site</p> <ul style="list-style-type: none"> Alternative 2 uses approx. 30% of King County Shop Site Alternative 3 uses approx. 9% of King County Shop Site Alternative 4 uses approx. 35% of King County Shop Site With all Build Alternatives, the potential to convert the remaining portion of the site to open space or park is high, given the proximity of the BNSF corridor and Safeco parcel 	<ul style="list-style-type: none"> Would like to see costs of Shop Site parcel included in Alternative costs

#	Impact	Staff Input	Council Discussion/Conclusion
7	Aesthetics	<p>There are many ways to think about and evaluate aesthetics. In many ways this involves personal preference. The method used to evaluate the aesthetic impacts of each alternative involved defining "visual units" and the relationship each alternative has with these units. These units include the open space, the forest parcel, the BNSF corridor, Downtown, and Town Center. According to this method:</p> <p>Alternatives 2, 3 and 4 are all consistent with the existing aesthetics in Downtown, and would create the least visual impact</p> <ul style="list-style-type: none"> • Alternative 1 bisects the open space visual unit and would greatly alter the look of this area • Alternatives 2, 3, and 4 would all remove some large trees which would be a visual impact, but none of these alternatives greatly intrude on existing visual units 	

#	Impact	Staff Input	Council Discussion/Conclusion
8	Lake Washington School District and Saturday Market	<p>Alternative 1 would not change the existing configuration of Bear Creek Parkway and the school district building, nor would Alt. 1 affect the Saturday market.</p> <ul style="list-style-type: none"> Alternatives 2, 3, and 4 would be approx. 20 feet from the school district building (similar to other buildings currently on Bear Creek Parkway). These alternatives would take some of the large trees and space at the west end of the public market but would not required the relocation of the market. 	

Bear Creek Parkway Extension Issues and Information Requests Tracking Table

#	Meeting Date	Issue or Information Request	Council Discussion or Question	Staff Response	Staff Action Items	Council Conclusion
1	5/11/04	Performance of each Alternative	How well does each Alternative meet the project goals?	Staff has prepared a new table for Council showing how the traffic performance measures relate to project goals (5/25/04)		
2	5/11/04	Heron Rookery	Is there any legal obstacle to any of the alternatives regarding the herons?	No federal involvement in Bear Creek project at this time (no federal lands, federal funding, or federal permits) so federal laws do not apply (e.g. Endangered Species Act or ESA). It is possible that a Clean Water Act (Section 404) permit from the US Army Corps of Engineers will be required to construct a new outfall to the Sammamish River (see Item 8 below). If the permit is necessary, then ESA will apply and consultation with the US Fish and Wildlife and NOAA Fisheries will be done. Herons are not protected under ESA. Staff has distributed a summary of the regulations pertaining to heron protection (5/25/04)	Staff will pursue a meeting with WADFW and the Audubon Society to discuss the impacts of the various alternatives on the heron colony and potential mitigation measures.	

DRAFT – 5/25/04

#	Meeting Date	Issue or Information Request	Council Discussion or Question	Staff Response	Staff Action Items	Council Conclusion
3	5/11/04	Open Space as Wildlife habitat	What species will be affected by the "barrier to wildlife movement" created by Alternative 1?		Staff will pursue this issue in the meeting with WADFW and the Audubon.	
4	5/11/04	Open Space conditions of creation	What is the status of the open space as it was established upon its creation/dedication?		Staff will obtain this information from the Planning Dept.	
5	5/11/04	King County Shop Site	Costs of each alternative should reflect the costs of the shop site	Based on the \$1.3 million purchase price for the property and the amount needed for each alternative, this would increase the price by: Alt. 1: \$0 Alt. 2: \$390,000 Alt. 3: \$117,000 Alt. 4: \$455,000 These costs could be put towards another Park project as mitigation for use of the Shop Site.		
6	5/11/04	Aesthetics	What would each alternative look like? How will each affect the look of the project area?	Staff has prepared a discussion of aesthetics attached to the Impacts worksheet (5/25/04).		

#	Meeting Date	Issue or Information Request	Council Discussion or Question	Staff Response	Staff Action Items	Council Conclusion
7	5/11/04	Lake Washington School District and Saturday Public Market	What are the impacts of each alternative to the Lake Washington school district building and the Saturday Market?	Staff has prepared a discussion of these impacts and attached them to the Impacts worksheet (5/25/04).		
8	5/21/04	Army Corps Input	Army Corps has contacted Staff to discuss project	Staff has left message for Corps to contact	Staff to set up meeting with Corps to discuss water quality and permitting requirements	
9						
10						
11						



THE CITY OF REDMOND
PLANNING DEPARTMENT

Date: June 16, 2003
To: Kurt Seeman
From: Cathy Beam *Beam*
Subject: Great Blue Heron

The purpose of this memo is to outline federal, state and local regulations pertaining to the protection of Great Blue Heron. I hope this will facilitate the understanding of the various laws.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act implements various treaties and conventions between the US and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the Act, taking, killing or possessing migratory birds, or any part, nest or egg is unlawful. Title 50 of the Code of Federal Regulations, Section 10.13 specifically identifies Great Blue Heron (*Ardea herodias*) on the list of migratory birds.

TITLE 77RCW: GAME AND FISH

There is a specific section, RCW 77.16.120, entitled, *Taking of protected wildlife – Destruction of nests or eggs*. "Except as authorized by rule of the [Wildlife] Commission, it is unlawful to hunt, fish for, possess, or control protected wildlife, or endangered species or to destroy or possess the nests or eggs of game birds or protected wildlife."

WAC 232-11-011

Wildlife classified as protected shall not be hunted or fished. This law classifies protected wildlife into three subcategories: threatened, sensitive, and other. Great Blue Heron fall under the "other" category.

PRIORITY HABITAT AND SPECIES (PHS) PROGRAM

Great Blue Heron are identified as a Priority Species under the Washington State Department of Fish and Wildlife. Priority species require protective measures and/or management guidelines to ensure their perpetuation. Great Blue Heron are considered to be a vulnerable aggregation, which means they are susceptible to significant population declines by virtue of their inclination to aggregate (colonies for breeding sites). The PHS Program management recommendations suggest site-specific management plans should be developed for individual heronries whenever activities that might affect herons are proposed. Factors to consider include, but are not limited to: Timing of a proposed

June 29, 2004
Study Session Materials



THE CITY OF REDMOND
PUBLIC WORKS DEPARTMENT

MEMO TO: Mayor and City Council
FROM: Kurt Seemann, Senior Engineer
DATE: June 29, 2004
SUBJECT: **THIRD STUDY SESSION ON BEAR CREEK PARKWAY EXTENSION
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT**

WS

Next Tuesday, June 29, staff and our consultant team will meet with Council to finish working on the alternative alignments for the Supplemental Environmental Impact Statement for Bear Creek Parkway. The goal for this study session is to complete the work started on May 11, and to arrive at a preferred alignment for the western connection of Bear Creek Parkway. To support the discussion, the following documents are attached:

- Proposed Agenda
- Revised "Issues and information requests tracking table" For your information—*not a discussion item*.
- Revised "How well does each alternative meet the project purpose?" For your information—*not a discussion item (Green sheets)*.
- Revised "What are the impacts?" For discussion of business and aesthetic impacts (*Yellow Sheets*).
- Wildlife meeting summary. Highlights and maps for discussion of agency feedback. A meeting summary is provided for your reference.
- Modeling Presentation. As background for the modeling presentation (*Pink Sheets*).
- Public Access Open Space Agreement and related documents from the Redmond Town Center approval.
- Alternative Summary. For your use in selecting the preferred alignment (*Blue Sheets*).

In addition, staff met with the City's attorney, Jim Haney, to better understand the likelihood of a lawsuit being filed against the City over any of the alternatives. After reviewing staff and consultant team's work to date, Mr. Haney concluded that the risk of a lawsuit was very low for any of the alternatives; particularly since the City has committed to working closely with environmental groups concerned about the herons and open space, along with including them in the EIS process (See Attachment).

At the June 29 study session, staff will present our recommendation for the preferred alignment. Based on all the work done during the SEPA process, staff recommends that Council select Alternative 4 as the preferred alignment for the following reasons:

- Contributes the most significant improvements to travel times through downtown.
- It provides an additional much needed north-south connection (161st Avenue NE).

- Potential impacts to the heron rookery can be mitigated with thoughtful roadway design and improvements to the open space to the south.
- It possesses the strongest public, agency and business community support.

As we have discussed previously, this decision will be a commitment to a future alignment, not a decision on the cross-section or to start construction. There needs to be additional conversation to determine and refine plans for funding and implementation.

Staff and the consultant team are looking forward to a complete discussion and assisting you in any way we can with this important decision. If you have any questions, please contact Kurt Seemann at 425.556.2881.



Bear Creek Parkway Extension

Council Study Session 3


Handouts

June 29, 2004

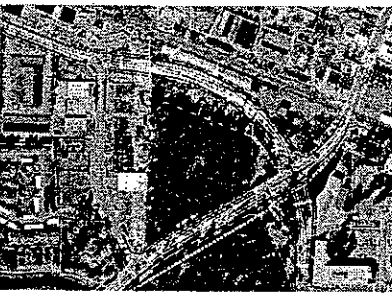
1. Agenda
2. Revised Issue Tracking Table
for your reference – not a discussion item
3. Revised Green Sheet
for your reference – not a discussion item
4. Revised Yellow Sheet
for discussion of business and aesthetic impacts
5. Wildlife Meeting Summary
highlights and maps for discussion of agency feedback
full summary for your reference
6. Modeling Presentation (Pink Sheet)
background for modeling presentation
7. Alternatives Summary (Blue Sheet)
for your use in choosing a preferred alignment

Bear Creek Parkway Extension

**Redmond City Council
Study Session 3**
June 29, 2004

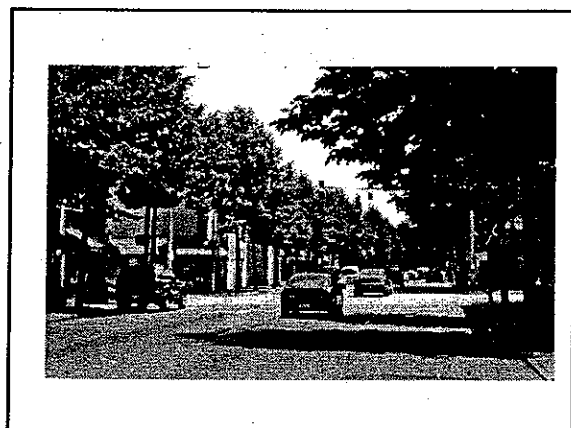


Bear Creek Parkway Extension



Option C

- Included in DTMP
- Increases distance between road and closest nest
- Provides more buffer between road and trees
- Preferred by WADFW and Audubon





Bear Creek Parkway Extension

Next Steps

- Issue Final SEIS (August 2004)
- Discuss timing and phasing of implementation
 - Develop plan for right-of-way acquisition
 - Develop preliminary and final design
- Pursue environmental and construction permits
- Construction



Bear Creek Parkway Extension

City Council Study Session June 29, 2004 Agenda

-
- | | | |
|---------|----|--|
| 5 Min. | 1. | Overview of the Process |
| | a. | Tonight's Meeting |
| | | i. Updated green and yellow sheets |
| | | ii. Updated tracking form |
| | | iii. New handouts: |
| | | 1. WADFW/Audubon Meeting Summary & Maps |
| | | 2. Modeling Presentation (pink) |
| | | 3. Alternatives Summary Sheet (blue) |
| 30 Min. | 2. | Yellow Sheets |
| | a. | Results of meeting with WADFW, Audubon |
| | b. | Business Impacts |
| | c. | Aesthetics |
| 30 Min. | 3. | Modeling Results |
| 20 Min. | 4. | Alternatives Summary Sheet and Alternative Selection |
| 5 Min. | 5. | Next Steps |
| | a. | Completion of FSEIS (August 16) |
| | b. | Next project steps |

Bear Creek Parkway Extension Issues and Information Requests Tracking Table 6/29/04

#	Meeting Date	Issue or Information Request	Council Discussion or Question	Staff Response	Staff Action Items	Council Conclusion
1	5/11/04	Performance of each Alternative	How well does each Alternative meet the project goals?	Staff has prepared a new table for Council showing how the traffic performance measures relate to project goals (5/25/04)		
2	5/11/04	Heron Rookery	Is there any legal obstacle to any of the alternatives regarding the herons?	No federal involvement in Bear Creek project at this time (no federal lands, federal funding, or federal permits) so federal laws do not apply (e.g. Endangered Species Act or ESA). It is possible that a Clean Water Act (Section 404) permit from the US Army Corps of Engineers will be required to construct a new outfall to the Sammamish River (see Item 8 below). If the permit is necessary, then ESA will apply and consultation with the US Fish and Wildlife and NOAA Fisheries will be done. Herons are not protected under ESA. Staff distributed a summary of the regulations pertaining to heron		

DRAFT – 6/29/04

				protection (5/25/04) Staff met with WADFW and Audubon on June 15 – meeting summary included in packet dated 6/25/04		
3	5/11/04	Open Space as Wildlife habitat	What species will be affected by the “barrier to wildlife movement” created by Alternative 1?	Staff met with WADFW and Audubon on June 15 – meeting summary included in packet dated 6/25/04		
4	5/11/04	Open Space conditions of creation	What is the status of the open space as it was established upon its creation/dedication?	Staff has obtained language from Planning Dept. – included in packet dated 6/25/04		
5	5/11/04	King County Shop Site	Costs of each alternative should reflect the costs of the shop site	Based on the \$1.3 million purchase price for the property and the amount needed for each alternative, this would increase the price by: Alt. 1: \$0 Alt. 2: \$390,000 Alt. 3: \$117,000 Alt. 4: \$455,000 These costs could be put towards another Park project as mitigation for use of the Shop Site.		
6	5/11/04	Aesthetics	What would each alternative look like? How will each affect the look of the project	Staff has prepared a discussion of aesthetics attached to the Impacts worksheet (5/25/04). Staff has prepared photos of		

			area?	project area and a visual simulation of roadway (6/29/04)		
7	5/11/04	Lake Washington School District and Saturday Public Market	What are the impacts of each alternative to the Lake Washington school building and the Saturday Market?	Staff has prepared a discussion of these impacts and attached them to the Impacts (yellow) worksheet (5/25/04).		
8	5/21/04	Army Corps Input		Corps is reviewing document and will provide comment on permitting issues	Staff left messages on 6/14 and 6/22	
9	5/25/04	Traffic model	How do the different alternatives affect trip movement in Downtown?	Staff has prepared a demonstration of the traffic model		
10	5/25/04	Pedestrian Issues	Would like more info on the negative impacts to pedestrians and the impacts to the Sammamish River Trail and Town Center	Staff has prepared some additional bullet points added to page 5 of the green sheet.		

Bear Creek Parkway Extension
City Council Study Session 6/29/04 Revised
Alternative Evaluation Table

HOW WELL DOES EACH ALTERNATIVE MEET THE PROJECT PURPOSE?

#	Purpose	Staff Input	Council Discussion/Conclusion
1	<p>Allowing Conversion to Two-Way Streets</p> <ul style="list-style-type: none"> Effectiveness of taking east-west "through" traffic off Redmond and Cleveland Allowing tolerable peak hour operating conditions on Redmond and Cleveland 	<p><i>Compared to the No Action option –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 reduce volumes on Cleveland by 10 – 20% and volumes on Redmond Way by up to 5% Alternative 3 is expected to increase volumes on Cleveland St and Redmond Way in the downtown core area. <p><i>Congestion levels at 4 key core intersections along Redmond Way –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 improve conditions (i.e., reduce overall delay) at all 4 intersections Alternative 3 improves conditions at 2 out of the 4 intersections <p><i>Congestion levels at 3 key core intersections along Cleveland St –</i></p> <ul style="list-style-type: none"> Alternatives 1, 2, and 4 improve conditions (i.e. reduce overall delay) at 2 of the 3 intersections Alternative 3 degrades conditions at 2 out of the 3 intersections One intersection experiences poor level of service under all scenarios (including the No Action) 	

#	Purpose	Staff Input	Council Discussion/Conclusion
1 (cont)	<p>Allowing Conversion to Two-Way Streets (cont...)</p> <ul style="list-style-type: none"> • Effectiveness of taking east-west "through" traffic off Redmond and Cleveland • Allowing tolerable peak hour operating conditions on Redmond and Cleveland 	<p><i>The amount of time it takes to travel through the downtown core area during the peak hour is one measure of congestion. With the couplet converted to two-way operations, compared to the No Build option the following can be expected –</i></p> <ul style="list-style-type: none"> • Alternative 4 improves travel time along Cleveland St by 10 – 18%, and along Redmond Way by 25 – 36%, representing the largest overall relative improvement in travel time • Alternative 1 improves east/west travel time along Cleveland St by 12 – 19%, and along Redmond Way by 17 – 19% • Alternative 2 improves travel time along Cleveland St by 8 – 9% and along Redmond Way by 13 – 19% • Alternative 3 degrades travel time in the westbound direction on both Cleveland St and Redmond Way, but improves it in the eastbound direction. • 	

#	Purpose	Staff Input	Council Discussion/Conclusion
2	<p>Encouraging Economic Revitalization</p> <ul style="list-style-type: none"> • Relieving congestion on core downtown streets • Providing better circulation/access to downtown parcels 	<p><i>Circulation and access to downtown parcels can be improved in a variety of ways. Converting the one-way couplet to 2-way operations will improve local access to businesses, provided the 2-way streets are not overly congested. Converting the couplet but not completing the BCP Extension is projected to result in severe congestion in the downtown core. As shown in the performance indicators summarized for purpose objective #1 above, in comparison to the No Build -</i></p> <ul style="list-style-type: none"> • Alternatives 1, 2 and 4 all reduce congestion on Redmond Way and Cleveland St in the core downtown area, with Alternative 4 showing the most relative improvement. • Alternative 3 shows little benefit to congestion in the downtown core, with some conditions getting worse in comparison to No Build. <p><i>Another way to improve circulation and access in the downtown area is by providing additional connections within the downtown. In comparison to the No Build -</i></p> <ul style="list-style-type: none"> • Alternative 4 provides a new east/west connection immediately adjacent to the downtown core AND a new north/south connection into the downtown core area. • Alternative 1 does not provide new connections within the downtown core area itself, but rather well south of the core and because of this actually attracts traffic off of SR 520. • Alternative 2 provides a new east/west connection immediately adjacent to the downtown core. • Alternative 3 provides a new north/south connection into the downtown core area. 	<ul style="list-style-type: none"> • Just making a decision (on any alternative) would encourage economic revitalization by allowing development to move forward • 159th Place NE is "ripe" for redevelopment – will likely occur regardless of Alternative – Alts. 1 and 2/4 could structure this redevelopment • Would like to know what each alternative does for trip movement in Downtown

#	Goal	Staff Input	Council Discussion/Conclusion
3	<p>Creating a Pedestrian-Friendly Environment – Making Downtown attractive for Living, Shopping</p> <ul style="list-style-type: none"> Allowing redesign of downtown streets to smaller, lower-volume facilities by reducing the amount of “through” traffic Providing pedestrian facilities (sidewalks, crosswalks) 	<p><i>One way to facilitate a more pedestrian friendly downtown core is to redesign the streets and sidewalks to better facilitate pedestrian travel (i.e., make it more attractive, as well as safer and more comfortable to walk in the area); and remove as much excess auto “through” traffic from the area as possible. Converting the couplet and redesigning Redmond Way and Cleveland St achieves part of this objective; however, in the No Build scenario, excess “through” traffic will still attempt to pass through the core because they have few other options. In comparison, as indicated under Objective #1 above -</i></p> <ul style="list-style-type: none"> Alternatives 1, 2 and 4 reduce volumes on Cleveland by 10 – 20% and volumes on Redmond Way by up to 5%; alleviating congestion and reducing potential conflict between pedestrians and motor vehicles. Alternative 3 is expected to increase volumes on Cleveland St and Redmond Way in the downtown core area, which would both increase congestion AND interactions between motor vehicles and pedestrians. 	

#	Goal	Staff Input	Council Discussion/Conclusion
3 (cont)	<p>Creating a Pedestrian-Friendly Environment – Reclaiming Downtown for Living, Shopping (cont...)</p> <ul style="list-style-type: none"> • Allowing redesign of downtown streets to smaller, lower-volume facilities by reducing the amount of “through” traffic • Providing pedestrian facilities (sidewalks, crosswalks) 	<p><i>Another way to improve the pedestrian environment is to create new connections for pedestrian travel. Related to this –</i></p> <ul style="list-style-type: none"> • Alternative 4 provides additional east-west and north-south pedestrian connections and a connection to future BNSF trail corridor • No Action does not provide any additional pedestrian or bicycle connections • Alternative 1 removes the pedestrian connection of the Town Center Trail but would provide an alternate pedestrian connection on the roadway. • Alternative 2 provides an additional east-west pedestrian connection • Alternative 3 provides an additional north-south pedestrian connection and a connection to future BNSF trail corridor • Crosswalks are provided for pedestrians and bicyclists at all intersections (all build alternatives) • None of the alternatives provide additional connections to the Sammamish River Trail. Alternative 1 would involve temporary closures of the Trail during construction. • Alternative 1 has the most negative impact to pedestrians as it removes the Town Center Trail that connects the Sammamish River Trail to Bear Creek and to Town Center. This connection would remain unaffected under the other alternatives. • Alternatives 3 and 4 provide additional pedestrian connections to the BNSF Trail and between Old Town and Town Center. The north-south connection in Alternative 4 is a smaller facility and would likely be more pedestrian friendly than Alternative 3. 	<ul style="list-style-type: none"> • What about connections to the Sammamish River Trail? • What are the negative impacts to pedestrians? • What are the impacts to Town Center?

#	Goal	Staff Input	Council Discussion/Conclusion
4	Providing an Additional East-West Connection – Providing Alternative Traffic Routes	<ul style="list-style-type: none"> Alternative 4 provides both an additional east/west connection AND north/south connection. Alternatives 1 and 2 provide additional east/west connections, but not additional north/south connections. Alternative 3 provides an additional north/south connector, but does not provide an effective additional east/west connection. 	

#	Goal	Staff Input	Council Discussion/Conclusion
5	<p>Accommodating Future Growth</p> <ul style="list-style-type: none"> • Downtown core growth/redevelopment • “Through” traffic growth 	<p><i>Both downtown Redmond and the surrounding vicinity are projected to grow significantly in the coming future. Conversion of the couplet to two-way operations, while improving local connections and the environment for pedestrians, will also reduce throughput capacity in the downtown core area. The No Action option does not address this issue, and does not accommodate future growth in the downtown area or traffic growth to and through it. In comparison to the No Action –</i></p> <ul style="list-style-type: none"> • Alternative 4 provides an additional east/west capacity option for traffic traveling through downtown AND it provides an additional north/south connection to the downtown core – strengthening its street grid and providing a better environment to support future downtown development. • Alternative 1 provides additional east/west capacity and provides an option for traffic other than traveling through the downtown core. However, due to its more southern alignment it also tends to attract traffic away from SR 520. It also does not provide additional connections within the downtown core. • Alternative 2 provides additional east/west capacity and provides an option for traffic other than traveling through the downtown core. Additionally, while it does not provide additional connections directly within the downtown core, it provides an additional connection immediately adjacent to the core and would better accommodate redevelopment than Alternative 1. • Alternative 3 does not provide effective additional east/west capacity and in this sense does not accommodate future growth. However, it does provide an additional north/south connection to the downtown core, which improves the downtown grid system and better accommodates future development in this area. 	

**Bear Creek Parkway Extension
City Council Study Session 6/29/04 Revised
Alternative Evaluation Table**

WHAT ARE THE IMPACTS?

#	Impact	Staff Input	Council Discussion/Conclusion
1	Heron Rookery	<p>Alternative 1 has the least potential for impacts to the heron rookery</p> <ul style="list-style-type: none"> Alternative 1 is the furthest from the heron rookery – approx. 400 feet from known nest sites Alternatives 2 and 4 follow the northern perimeter of the rookery parcel and have the most potential for impacts. However, existing traffic noise and construction have not historically impacted the herons Alternative 3 is adjacent to one corner of the heron rookery (the corner most recently used for nest sites) Construction will take place outside the breeding season to minimize disturbance to the herons 	<ul style="list-style-type: none"> Concern regarding legal obstacles to building any of the alternatives Request for agency input as to their concerns (relates to herons, open space, and other wildlife)

#	Impact	Staff Input	Council Discussion/Conclusion
2	Open Space	<p>Alternatives 2, 3, and 4 all avoid impacts to open space</p> <ul style="list-style-type: none"> Alternative 1 bisects the Town Center Open Space and uses approximately 3.2 acres for new pavement and water quality pond 	<ul style="list-style-type: none"> Want further clarification of status of open space and conditions of dedication
3	Wildlife Habitat	<p>Alternatives 2, 3, and 4 avoid impacts to grassland habitat. Alternative 1 avoids impact to forest habitat</p> <ul style="list-style-type: none"> Alternative 1 impacts open grassland habitat which provides forage for many bird and mammal species including herons Alternatives 2, 3, and 4 take several large trees in the vicinity of the public market. These trees may be used by raptors and other species A full inventory of the plant and animal species and habitat affected will be done on the preferred alternative 	<ul style="list-style-type: none"> Want additional information on what species would be impacted by construction of Alt. 1 through the open space and the barrier to wildlife movement that this Alt. would create. Would like input from agencies on the value of the open space area for wildlife habitat (including ponds)

#	Impact	Staff Input	Council Discussion/Conclusion
4	Business Impacts	<p>Each Alternative has business impacts – either to 159th Place or to Downtown</p> <ul style="list-style-type: none"> • Alternative 1 displaces 2 businesses and takes parking along entire length of 159th Place NE • Alternative 2 displaces ~3 businesses along west end of 159th Place and impacts parking. • Alternative 3 displaces ~4-6 businesses Downtown • Alternative 4 displaces ~5-7 businesses, both on west end of 159th Place NE and Downtown • All businesses would be compensated for acquisition of parking and/or property according to fair market value <p>Important to make a decision so that businesses and developers know how to move forward</p> <p>Once decision is made, effort needs to be put towards acquiring affected properties</p> <p>Greater Redmond Chamber of Commerce supports Alternative 4</p> <p>Nelson Properties (Downtown business owner) supports Alternative 4</p> <p>Macerich Company (Redmond Town</p>	

		<p>Center) supports Alternative 4 and opposes Alternative 1</p> <p>Business owners on 159th Place NE have concerns with Alternative 1</p> <p>Redmond Shopping Square (Downtown business owner) has concerns with Alternatives 3 and 4</p> <p>Cleveland Street Development (Downtown business owner) has concerns with Alternatives 3 and 4</p>		
6	King County Shop Site	<p>Alternative 1 does not affect the King County Shop Site</p> <ul style="list-style-type: none"> • Alternative 2 uses approx. 30% of King County Shop Site • Alternative 3 uses approx. 9% of King County Shop Site • Alternative 4 uses approx. 35% of King County Shop Site • With all Build Alternatives, the potential to convert the remaining portion of the site to open space or park is high, given the proximity of the BNSF corridor and Safeco parcel 	<ul style="list-style-type: none"> • Would like to see costs of Shop Site parcel included in Alternative costs 	

#	Impact	Staff Input	Council Discussion/Conclusion
7	Aesthetics	<p>There are many ways to think about and evaluate aesthetics. In many ways this involves personal preference. The method used to evaluate the aesthetic impacts of each alternative involved defining "visual units" and the relationship each alternative has with these units. These units include the open space, the forest parcel, the BNSF corridor, Downtown, and Town Center. According to this method: Alternatives 2, 3 and 4 are all consistent with the existing aesthetics in Downtown, and would create the least visual impact</p> <ul style="list-style-type: none"> • Alternative 1 bisects the open space visual unit and would greatly alter the look of this area • Alternatives 2, 3, and 4 would all remove some large trees which would be a visual impact, but none of these alternatives greatly intrude on existing visual units 	<ul style="list-style-type: none"> • Want visuals showing how each alternative will look

#	Impact	Staff Input	Council Discussion/Conclusion
8	Lake Washington School District and Saturday Market	<ul style="list-style-type: none"> Alternative 1 would not change the existing configuration of Bear Creek Parkway and the school district building, nor would Alt. 1 affect the Saturday market. Alternatives 2, 3, and 4 would be approx. 20 feet from the school district building (similar to other buildings currently on Bear Creek Parkway). These alternatives would take some of the large trees and space at the west end of the public market but would not require the relocation of the market. 	



Bear Creek Parkway Extension

WILDLIFE MEETING SUMMARY HIGHLIGHTS

Tuesday, June 15, 2004
10:00 AM – 12:00 PM
City of Redmond City Hall

The meeting was called at the request of Council to get further input from the Washington Department of Fish and Wildlife (WADFW) and the Audubon Society regarding impacts of the proposed Bear Creek Parkway alternatives on wildlife and habitat.

Consultant staff conducted additional research and field survey investigations of the Open Space area and determined that it is a rich wildlife area, supporting many species, particularly birds. A full list is attached.

Representatives Attended From:

Washington Department of Fish and Wildlife
East Lake Washington Audubon Society
City of Redmond (including consultant staff)

Key Points on Alternatives

- Support for the No Build as the alternative with the fewest impacts to wildlife and habitat
- Support for Alternative 3 as the build alternative with the smallest impact to wildlife and habitat
- Clear opposition to Alternative 1 because of its impacts to the open space and the habitat it provides
- Support for the "Option C" alignment of Alternatives 2 and 4 – especially if sidewalk on south side of roadway near herons is removed.

Other Points

- View Shop Site parcel as best used as a buffer area for the heron colony – concern with disturbance caused by pedestrians and bicyclists particularly if area is used as a park
- Willingness to work with the City on a wildlife mitigation plan for any alternative selected
- Enthusiasm for many mitigation opportunities in the heron/open space area



Bear Creek Parkway Extension

WILDLIFE MEETING FULL SUMMARY

Attendees:

Patricia Thompson, WA Department of Fish and Wildlife (WADFW)
Tim McGruder, East Lake Washington Audubon Society (Audubon)
Martyn Stewart, East Lake Washington Audubon Society
Kurt Seemann, City of Redmond
Geoffrey Thomas, City of Redmond
Chris Wellander, Parsons Brinckerhoff
Kirsten Campbell, Parsons Brinckerhoff
Don Norman, Norman Wildlife Consulting

The meeting was held to discuss the potential impacts of the various Bear Creek Parkway Extension alternatives on the heron rookery and on the Town Center Open Space area. Once identified, mitigation measures for these impacts were discussed.

The meeting began with a brief overview of the project status. The Draft SEIS has been released and the official comment period has closed. City staff and consultants are currently working with City Council to select a preferred alternative for the project. The Council requested that staff meet with WADFW and the Audubon to get additional input on the issues of the heron rookery and the open space.

Handouts supplied at the meeting included:

- A meeting agenda
- A draft list of species known to use (or likely to use) the RTC Open Space and Marymoor Park areas (developed by the City since the release of the Draft SEIS)
- A list of suggested mitigation measures (including and in addition to those discussed in the Draft SEIS).
- A close up map (aerial photo base) showing the approximate locations of the active heron nests in 2003 with the proposed alignments for Alternatives 2, 3, and 4. Alternative 1 was not shown due to its distance from the colony.
- A map showing the layout of Option C, an alternative presented in the Downtown Transportation Master Plan that had been modified and evolved into Alternative 2. The main difference between Option C and Alternative 2 is that in Option C, the portion of the alignment to the north of the rookery is curved further to the north – providing more of a buffer between the forest parcel and the roadway.

It was noted that the alignments for Alternatives 2 and 4 would pass within 40-50 feet of the closest nest. Alternative 3 would be approximately 5-10 feet further away from the closest nest. It was also noted that Alternative 3 is only adjacent to the rookery at the NE corner and does not create a "wrap-around" effect, as do Alternatives 2 and 4.

The failure of the heron colony this year was discussed. It is unclear whether the herons will return next year and if they will nest in the same locations, although they are known to reuse

nests. It was noted that the herons have chosen to nest in areas near sources of noise such as the Workshop Tavern, the Shop Site, and Leary Way, despite the fact that there are a large number of suitable trees (although apparently not preferred by the herons) in more interior (quieter) regions of the parcel.

Additional study of the RTC Open Space shows this is a rich wildlife area. The wildlife consultant for PB, Donald Norman, received information from East Lake Washington Audubon (Tim McGruder and Martyn Stewart) and also did some additional surveys of the area to compare it with the Marymoor Park area. Don concluded that the ponds in the RTC Open Space have a high wildlife value. Patricia Thompson from WADFW also agreed that maintaining the connection between the open space and the coniferous forest is an important opportunity not available in many riparian areas.

It was noted that the acquisition of the heron rookery parcel by the City and the acquisition of the old King County Shop site provide excellent opportunity for heron protection. It was felt that the best use of the Shop Site would be as a buffer area for the herons, with no or limited public access. The proposed park function of the parcel met with some concern as human activity noise is considered to be highly likely to cause disturbance to the herons (potentially more so than traffic noise).

The City's agreement to abide by construction timing restrictions was considered sufficient to avoid construction impacts to the herons. The contractor would be required to restrict activities within a specified distance of the colony to before February 15 and after July 31, unless monitoring by a qualified biologist allows clearance before July 31. Specific language describing these restrictions would be developed in consultation with WADFW and the Audubon to be included in the contractor's specifications.

Patricia Thompson felt Alternative 3 (of the build alternatives) would have the least combined impacts on the heron rookery and open space. There was strong opposition by WADFW and the Audubon to Alternative 1.

Preference was expressed for Option C that moves the roadway alignment further from the heron parcel. This alignment could be incorporated into either Alternative 2 or 4. Mitigation measures for this or any of the alignments were discussed and much support was expressed for creating as much buffer area as possible, reducing noise sources (especially from pedestrians and bicyclists), enhancing habitat by removing invasives and planting native species, and other measures. One specific measure included removing the sidewalk on the side of roadway closest to the herons and using the space for additional buffer. Pedestrians would be signed to use the sidewalk on the opposite side of the road.

The City expressed a desire to work with WADFW and the Audubon to develop a wildlife mitigation plan during design of the project.



Bear Creek Parkway Extension

MODELING PRESENTATION

The model results that will be presented will be an on-screen animation from a traffic simulation model called Synchro/SimTraffic. The simulation model is a different tool than the travel demand-forecasting model, which has also been used as part of this analysis. The forecasting model produces estimates of future traffic volumes that are then input into the traffic simulation model to assess more detailed traffic operations.

Using predicted information about the future transportation system as input, such as forecasted traffic volumes, signal timings and roadway geometry; the simulation model simulates individual vehicle movements and their interactions during a designated time period (the PM peak hour was used for this analysis). This type of analysis is useful for determining the effects of queue build-ups at and between intersections, as well as visually displaying the effects of congestion. Note that as with any analysis tool, there are limitations to be aware of. This model does not have every driveway along the arterials coded in and hence does not account for the impacts of vehicles turning in and out. Likewise, the impacts of on-street parallel parking movements are not explicitly accounted for in the model. Hence, for streets that will have on-street parking and/or numerous driveways, the traffic flow as shown in the model may look better than what would actually occur on the ground.

In the interest of simplifying the presentation and highlighting the most visible differences between alternatives, the traffic simulation model presentation will focus on:

- The No Action Alternative
- Alternative 1
- Alternative 4

Alternative 2 is not discussed because it shows results similar to Alternative 1.

Alternative 3 is not discussed because it shows very little benefit to east-west traffic.

However, data for these alternatives is available and can be displayed if time permits.

The modeling demonstration shows that the most significant differences in traffic flow occur on the western edges of the project area – along Redmond Way, W. Lake Sammamish Parkway, and Leary Way/SR 520. Changes in the Downtown core are less apparent because traffic is effectively being metered at the peripheral intersections such as Redmond Way/159th Place NE and Leary Way/W. Lake Sammamish Parkway. Because traffic is backed up and constrained at these intersections, the amount that actually makes it past them moves through the core relatively well. We have chosen to focus the demonstrations on the Redmond Way/159th Place NE intersection as a useful visual comparison of how the different alternatives affect traffic. However, any of the other intersections in the study area are also available for viewing, time permitting.

0020.150.166
JEH/are
06/22/95
Rev. 06/28/95

Judd P.
DGA94-004
Redmond Town Center

ORDINANCE NO. 1841

AN ORDINANCE OF THE CITY OF REDMOND, WASHINGTON, AMENDING CERTAIN SECTIONS OF CHAPTERS 20B.60, 20B.70, 20B.85, 20C.10, 20C.20 AND 20C.30 OF THE REDMOND MUNICIPAL CODE AND COMMUNITY DEVELOPMENT GUIDE IN ORDER TO AMEND GOALS, POLICIES, PLANS AND REGULATIONS FOR A MIXED USE COMPLEX ON CERTAIN PROPERTY COMMONLY KNOWN AS REDMOND TOWN CENTER, DGA 94-004.

WHEREAS, the property commonly known as the Redmond Town Center site, consisting of the former Redmond Golf Links property and the Butler-Walls property, was annexed to the City of Redmond in 1988, and

WHEREAS, in conjunction with said annexation, the City established a Mixed Use/Shopping Center zoning classification for the property, which authorized the development of an enclosed regional shopping mall subject to an approved master plan and certain terms and conditions, and

WHEREAS, the property owners have applied to the City to alter the zoning designation, master plan and conditions in order to enable development of a 1.375 million square feet open air mixed use complex, and

WHEREAS, an addendum to prior environmental impact statements relating to the property and to various land use actions related to the proposal was issued on April 11, 1995, and

WHEREAS, between April 12, 1995 and June 7, 1995, the

distinctive pedestrian crossings while maintaining functional on-site traffic circulation.

20B.85.130(85) - Mixed-Use Center

Design Area Goal - Assure that a site plan retains the site's significant natural and aesthetic features and protects the natural environment.

(a) **Policy** - Retain indigenous vegetation, particularly adjacent to Bear Creek and the Sammamish River.

(b) **Policy** - Preserve existing natural features, particularly healthy mature trees and stream courses.

(c) **Policy** - Assure that significant areas of natural open space (approximately 44 acres of the site) are provided to protect and maintain the sensitive natural systems along Bear Creek and the Sammamish River. This natural area shall be preserved by easement to the City that would permanently assure the open space on the site.

(d) **Policy** - Assure that a monitored and maintained storm water disposal system adequately controls runoff, and removes pollutants prior to discharge, consistent with requirements of Chapter 20E.75 of the

Redmond Community Development Guide - "Storm Water Management."

20B.85.130(90) Mixed-Use Center Design

Area Goal - Create opportunities for recreation and leisure activities that complement other uses in the City Center and generate pedestrian activity.

(a) **Policy** - At least 44 acres shall be preserved by easement to the City or controlled by other methods that would permanently assure the open space on the site. This downtown Public Access Open Space (as shown on Attachment 5A) shall serve as visual amenities, passive recreational opportunities, open space plazas, and natural areas.

(b) **Policy** - Encourage development of plazas, pedestrian malls and other amenity open spaces that promote outdoor activity and encourage pedestrian and bicycle circulation between the mixed-use center and the balance of the City Center area.

(c) **Policy** - Encourage residential development on the Mixed-Use Center site by providing for housing square footage in addition to the maximum commercial building area allowed.

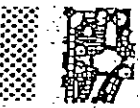
o:\kv\Udd\ExhibitA

General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

OPEN SPACE AREAS AND CLASSIFICATIONS:

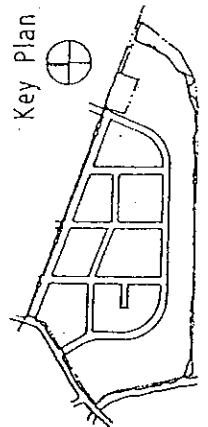
Public Access Open Space Area

Plazas, Linkages, and Significant On-Site Landscaping



REDMOND
TOWN CENTER

Key Plan



d. Enclosed Malls - The design of enclosed malls should allow pedestrians through access during hours of retail center operation while still maintaining security.

e. Trails - Pedestrian - Special design treatment and appropriate safety features should be afforded the pedestrian trail crossings at public rights-of-way and at the Burlington Northern railroad tracks.

f. Trails - Bicycle - Facilities for parking and locking bicycles should be provided and be readily accessible from bicycle trails.

g. Trails - Equestrian - Width of the trail should be adequate for two riders side-by-side in order to avoid earth compaction and vegetation deterioration. Equestrian trails should be separate from pedestrian and bicycle trails. Equestrian trails do not have to be constructed until offsite linkage is constructed to the proposed development.

h. Plazas/Pedestrian Malls - Plazas, pedestrian malls and other amenity open spaces shall be developed that promote outdoor activity and encourage pedestrian circulation between the Mixed-Use Center and the balance of the City Center area.

(d) Landscape Guidelines

1. Urban Landscape Treatment - Building entries, primary vehicular entries and building perimeters should be enhanced with landscaping which could include ornamental vines, groundcovers, shrubs and/or trees selected for their screening, canopy, spatial enclosure and seasonal variation.

2. Site Furnishings - Benches, kiosks, signs, bollards, waste receptacles, street vending carts, water fountains, lighting standards, perch walls, sidewalks, pathways, trails and special water features should be designed to

be compatible elements of like materials and design.

3. Perimeter Landscaping - Landscaping on the perimeter of the site will create a transition between the project and the surrounding area.

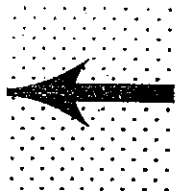
4. Landscaping on Streets - Landscaping on streets should be simplified to allow adequate visibility from automobiles to businesses.

5. Trees, plants and flowers - The use of potted plants and flowers as well as street trees are encouraged, but should not impede pedestrian traffic.

(e) Open Space Guidelines

1. Tree Retention and Open Space Landscaping - Preserve existing natural features, particularly healthy mature trees and stream courses.

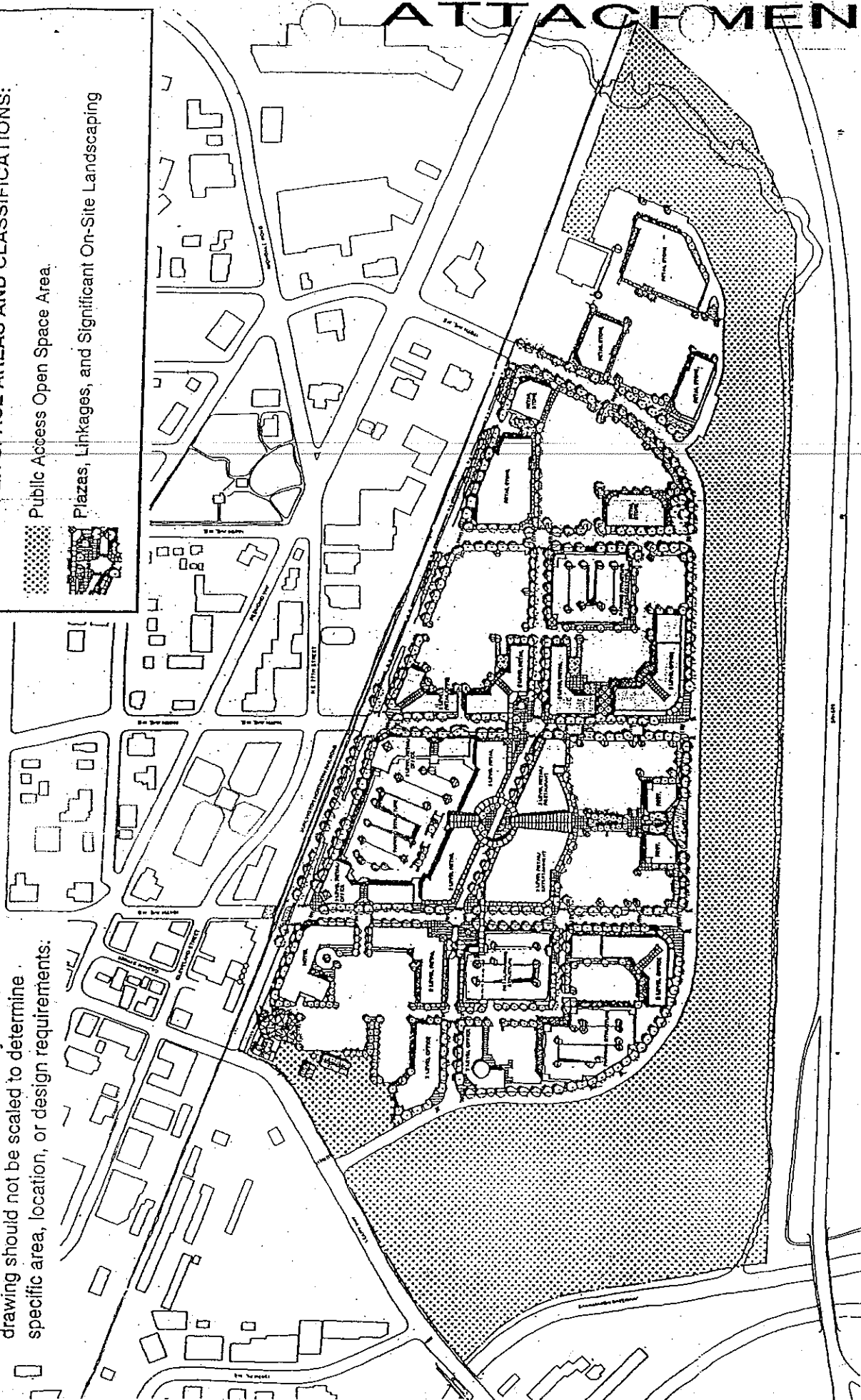
Preserve a minimum of 100 percent of all trees within the Public Access Open Space as identified in Attachment 3B. This area includes the cluster of trees along the east side of Leary Way for the purpose of preserving the corridor's green gateway image, and the healthy trees along the Bear Creek and Sammamish River corridors. Trees that cannot be retained due to approved street and/or utility construction shall be replaced with native nursery stock of similar or like variety at a 1:1 ratio, with tree sizes in accordance with Section 20C.20.090(25)d), pursuant to a landscape plan approved in conjunction with Site Plan Review. Trees removed as a result of construction activities which are intended to be preserved shall be replaced per Section 20C.20.090(25). Replacement trees shall be located in the immediate vicinity as is practical.



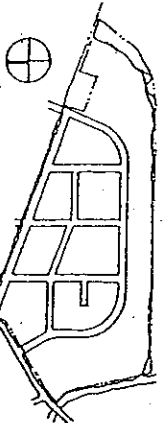
General Note: Information provided is intended for graphic reference only. This drawing should not be scaled to determine specific area, location, or design requirements.

OPEN SPACE AREAS AND CLASSIFICATIONS:

- Public Access Open Space Area.
- Piazas, Linkages, and Significant On-Site Landscaping



Key Plan



TOWN CENTER

Public Access Open Space Area Plan

EIS ADDENDUM

Redmond Town Center

Proposed Master Plan & Development Guide Amendments

April 11, 1995

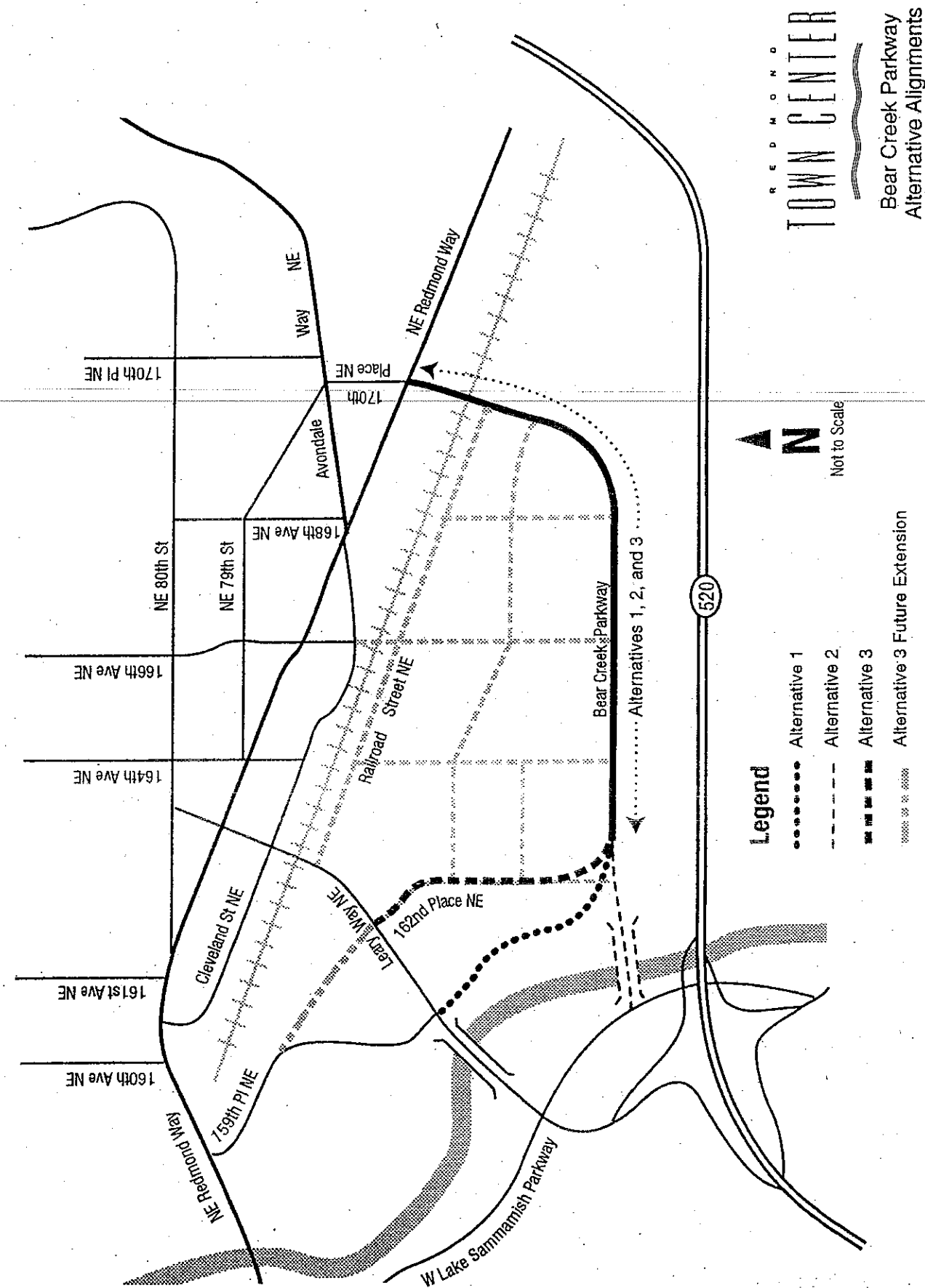


Figure 14



Bear Creek Parkway Extension

ALTERNATIVES SUMMARY SHEET

6/29/2004

Alternative 1 - Moderate benefit to traffic, high impacts, high cost

- Moderate improvements in travel times through Downtown
- Connection is further from Downtown core and attracts traffic off of SR 520
- Inconsistent with conditions of Town Center Open Space dedication
- Impacts to businesses along entire length of 159th Place NE, primarily in the form of parking takes
- Negative impacts to existing pedestrian and bicycle trail facilities
- Negative impacts to wildlife habitat and wildlife movement
- Most inconsistent with current visual appearance of project area
- Public and agency opposition – disliked among business owners and wildlife agencies

Alternative 2 - Moderate benefit to traffic, moderate impacts, moderate cost

- Moderate improvements in travel times through Downtown
- Impacts to businesses on northern portion of 159th Place NE
- Close to heron rookery, loss of several trees
- Good public and agency support
- Wildlife agencies particularly supportive of “Option C”

Alternative 3 – Little benefit to traffic, moderate impacts, moderate cost

- Provides little benefit to traffic and actually increases travel times and congestion in some areas of Downtown
- Provides north-south but no east-west connection
- Impacts to businesses on Cleveland Street and Redmond Way
- Close to heron rookery but does not “wrap around” heron rookery, loss of several trees
- Little public or agency support

Alternative 4 – High benefit to traffic, moderate impacts, high cost

- Most significant improvements in travel times through Downtown
- Provides east-west and north-south connection
- Impacts to businesses on west portion of 159th Place NE and on Cleveland Street and Redmond Way
- Close to heron rookery, loss of several trees
- Good public and agency support – good support from business community
- Wildlife agencies particularly supportive of “Option C”